

**MURFREESBORO CITY COUNCIL**  
**Regular Meeting Agenda**  
**Murfreesboro Police Headquarters, Community Room**  
**July 10, 2019 – 11:30 AM**

**New Business**

*On Motion*

1. FY 2019 City Manager Approved Budget Amendments (Finance)
2. Solid Waste Curbside Collection Design Criteria (Water Resources)

*Workshop Items*

3. United Way Presentation
4. Review of Buffer Requirements (Planning)
5. Sanitary Sewer Allocation Assessment for Future Land Use (Water Resources)
6. Solid Waste Brush and Limb Pick-up Week of the Month Zoning Proposal (Water Resources)
7. Project Development Update (Administration)
8. Capital Improvement Plan (Administration)

**Other Business**

City Council Retreat August 28-29th

**Adjournment**

# COUNCIL COMMUNICATION

Meeting Date: 7/10/2019

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**Item Title:** FY 2019 City Manager Approved Budget Amendments

**Department:** Finance

**Presented by:** Melissa B. Wright

**Requested Council Action:**

Ordinance	<input type="checkbox"/>
Resolution	<input type="checkbox"/>
Motion	<input type="checkbox"/>
Direction	<input type="checkbox"/>
Information	<input checked="" type="checkbox"/>

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## Summary

Notification to Council of City Manager approved budget amendments.

## Background Information

Ordinance 15-O-48 requires notification to Council of City Manager approved budget amendments. The following budget amendments have been approved:

### Fire

The purchase of extraction equipment for the new Heavy Rescue apparatus, moving \$22,000 from repair and maintenance - buildings into fixed assets.

### Golf

To increase funds for retail sales inventory through June 30, due to stronger than predicted sales, move \$1,380 from Old Fort and VA fixed assets, \$20,500 from Old Fort salaries and benefits, and \$1,000 from Bloomfield operating into to Old Fort supplies for resale.

## Fiscal Impacts

The transfers within the General Fund will have no effect on fund balance.

## Attachments:

Detailed Inter-Fund Budget Requests



### Inter-Fund Budget Amendment Request

Mr. Tindall,

Submitted for your approval, per Ordinance 15-O-48, is the following budget amendment requesting a transfer within the same fund.

Budget Fiscal Year: 2019

Move funds from:

Org 10211008  
Object 526600  
Acct Name Repair & Maint. Buildings  
Amount \$22,000

Move funds to:

Org 10211009  
Object 594000  
Acct Name Machinery & Equipment

Explanation: MFRD would like to purchase extrication equipment for the new Heavy Rescue apparatus.

Melinda Zolt  
Department Head Signature

6/10/19  
Date

Amanda DeRosia  
Reviewed by Finance

6/10/2019  
Date

Approved

☒

Declined

☐

[Signature]  
City Manager

6/11/19  
Date

Please return to Amanda DeRosia, Finance & Tax Dept., once all signatures have been obtained.



### **Inter-Fund Budget Amendment Request**

Mr. Tindall,

Submitted for your approval, per Ordinance 15-O-48, is the following budget amendment requesting a transfer within the same fund.

Budget Fiscal Year: 2019

Move funds from:

Org	<u>10414209</u>
Object	<u>594000</u>
Acct Name	<u>Machinery and Equipment</u>
Amount	<u>\$ 191.00</u>

Move funds to:

Org	<u>10414208</u>
Object	<u>535000</u>
Acct Name	<u>Supplies for Resale</u>

Explanation: Sales have been stronger than predicted at Old Fort Golf Course. These budget amendments will cover remaining expenses this fiscal year.

Move funds from:

Org	<u>10414219</u>
Object	<u>594000</u>
Acct Name	<u>Machinery and Equipment</u>
Amount	<u>\$ 1,189.00</u>

Move funds to:

Org	<u>10414208</u>
Object	<u>535000</u>
Acct Name	<u>Supplies for Resale</u>

Explanation: Sales have been stronger than predicted at Old Fort Golf Course. These budget amendments will cover remaining expenses this fiscal year.

Move funds from:

Org	<u>10414228</u>
Object	<u>535000</u>
Acct Name	<u>Supplies for Resale</u>
Amount	<u>\$ 1,000.00</u>

Move funds to:

Org	<u>10414208</u>
Object	<u>535000</u>
Acct Name	<u>Supplies for Resale</u>

Explanation: Sales have been stronger than predicted at Old Fort Golf Course. These budget amendments will cover remaining expenses this fiscal year.

# Inter-Fund Budget Amendment Request

Move funds from:

Org 10414217  
Object 511100  
Acct Name Salary - Full-Time - Regular  
Amount \$ 11,000.00

Move funds to:

Org 10414208  
Object 535000  
Acct Name Supplies for Resale

Explanation: Sales have been stronger than predicted at Old Fort Golf Course. These budget amendments will cover remaining expenses this fiscal year.

Move funds from:

Org 10414207  
Object 514200  
Acct Name Hospital and Health Insurance  
Amount \$ 9,500.00

Move funds to:

Org 10414208  
Object 535000  
Acct Name Supplies for Resale

Explanation: Sales have been stronger than predicted at Old Fort Golf Course. These budget amendments will cover remaining expenses this fiscal year.

[Signature]  
Department Head Signature

6/21/19  
Date

Amanda DeRosia  
Reviewed by Finance

06/21/2019  
Date

Approved



Declined

☐

[Signature]  
City Manager

6/25/19  
Date

Please return to Amanda DeRosia, Finance & Tax Dept., once all signatures have been obtained.

# COUNCIL COMMUNICATION

Meeting Date: 07/10/2019

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**Item Title:** Solid Waste Collection Design Guidelines

**Department:** Solid Waste Department

**Presented by:** Darren Gore

**Requested Council Action:**

Ordinance	<input type="checkbox"/>
Resolution	<input type="checkbox"/>
Motion	<input checked="" type="checkbox"/>
Direction	<input type="checkbox"/>
Information	<input type="checkbox"/>

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## Summary

Solid waste collection design guidelines are necessary to determine when single-family attached developments qualify for City of Murfreesboro solid waste curbside collection services.

## Staff Recommendation

Adopt Solid Waste Collection Design Criteria dated July 3, 2019.

## Background Information

Over the past seven months, staff has been working primarily with townhome and cluster home developments to ensure that they are configured properly to receive curbside solid waste collection services. The City's Solid Waste Department is comprised primarily of a fleet of vehicles that utilize articulating arms on the right side of the vehicle to pick up and dump 96-gallon solid waste containers. Therefore, street geometry, alley widths, dead-end streets without proper turnarounds, and surface parking in front of residential units, may have a detrimental effect on the City's ability to most efficiently and effectively deliver curbside services, or may prohibit the City's ability to deliver curbside solid waste collection services.

Staff has developed the attached design guidelines to properly inform the development community of requirements necessary to receive curbside solid waste collection services.

## Council Priorities Served

### *Safe and Livable Neighborhoods*

Uniform and orderly curbside collection of residential solid waste provides proper public health safeguards in disposing of municipal solid waste and affords neighborhoods enhanced aesthetics and lessens traffic congestion by having solid waste carts in the street only one day a week.

*Excellent Services with a Focus on Customer Service*

Establishes guidelines for who qualifies for curbside service and proactively plans for the most efficient solid waste collection solution for future developments.

**Fiscal Impacts**

Requiring certain design criteria to be adhered to by future developments will enhance the Solid Waste Department's efficiency and effectiveness in collection curbside solid waste containers.

**Attachments:**

1. Solid Waste Collection Design Criteria



City of Murfreesboro, TN

## SOLID WASTE COLLECTION

### DESIGN CRITERIA

July 7, 2019

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## Introduction / Amendments to the Manual / Variations from Design Standards

The regulations and standards contained in this manual are intended to provide for adequate and coordinated development with necessary facilities to allow the efficient and effective provision of solid waste removal services by the City.

In the case where any requirement in the City Code or Zoning Ordinance conflicts with any regulation or standard presented in this manual, the City Code or Zoning Ordinance shall control.

Amendments to this manual may be made from time to time by action of the Utility Enterprises Director, after consultation with other City Departments. The Director shall make a reasonable effort to involve industry representatives in any such amendment and shall provide reasonable notice to common users of this manual of its amendment. All amended versions shall be numbered and dated and shall be placed on file in the City Recorder's office.

The Planning Department personnel shall be the implementors of these design guidelines and determine initial approval of curbside solid waste services. The Solid Waste Director shall be consulted in situations that are not straightforward and may require expertise in the capabilities of the solid waste fleet. Commercial, industrial, office general, or multifamily (defined as attached dwellings over 5 units, with common entrances for each building or with units arranged one atop the other in multiple stories, or water master-metered complexes with rental units) developments shall not be eligible for solid waste curbside collection services. Attached residential townhome developments may be considered for solid waste curbside collection service.

The Utility Enterprises Director, in consultation with other City departments, may allow modification to the design criteria set forth in this manual, subject to approval of the City Manager. Modifications may be necessary to allow for existing conditions or for unusual circumstances. Modifications to design criteria may be allowed provided that an investigation by the Utility Enterprises Director concludes that all of the following criteria can be satisfied:

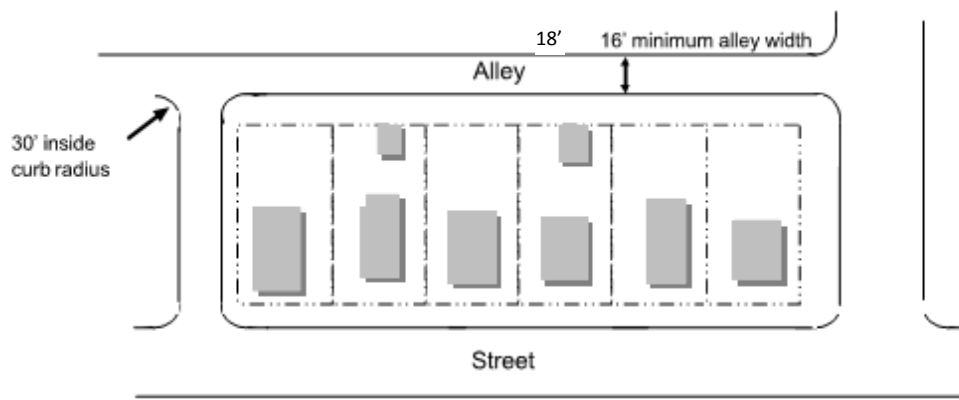
- 1) The modification to the design criteria is based on sound collection practices and industry standards.
- 2) The modification will not create an unsafe or hazardous situation to occur.



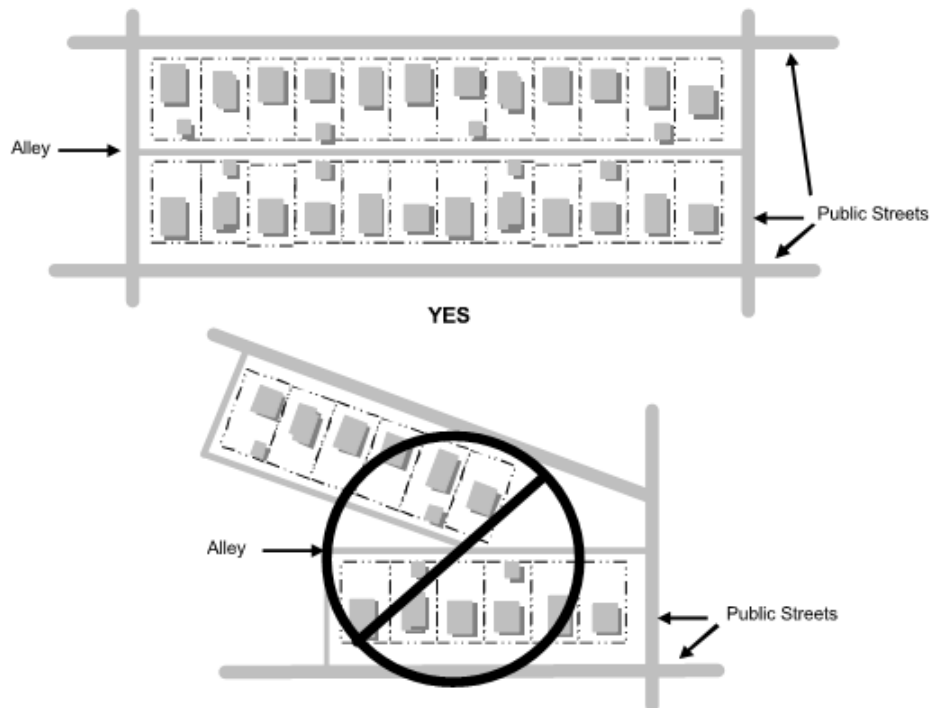
- 3) The modification will be the equivalent of the standard in terms of efficiency of service, functionality, durability, and long-term maintenance.
- 4) The modification to the design criteria will not adversely impact the ability of the City to provide efficient and effective solid waste collection services, nor will it adversely affect adjacent properties.

## Access Standards

Alleys used for solid waste collection vehicles that serve individual residential units must be a min. 18' in width. The 18' minimum width can include the width of ribbon curb installed in conjunction with the alley paving. Inside curb radii must be min. 30'. All alleys to be traversed by solid waste collection vehicles must meet the residential street standard asphalt surface course. Parking in alleys is prohibited to qualify for City-provided solid waste curbside collection services.



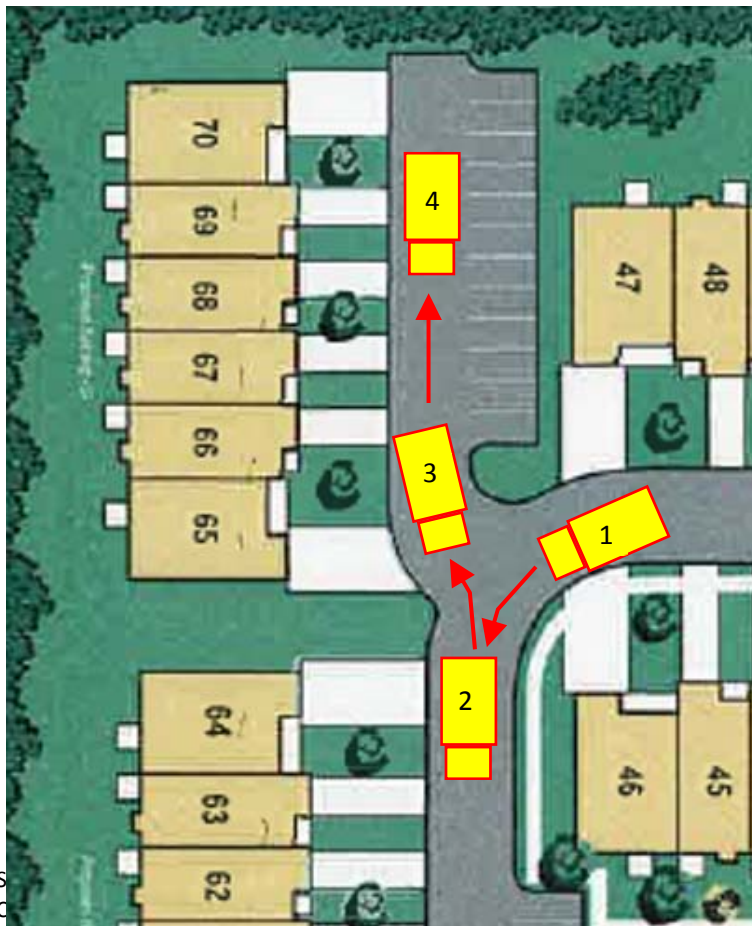
Alleys should extend through a block between public streets and avoid 90-degree or acute angled turns.



Where a rear alley is not provided for solid waste vehicles, direct vehicular access to all small-lot or attached single-family homes (patio home, cluster home or townhome developments) for the purpose of collection of 96-gallon standard City residential solid waste carts must be provided by a design that allows each unit occupant to roll the carts to the public or private street as is normal for residential pick-up (no obstructions or topographical features that would hamper the resident from rolling the cart to the curb – at least 3' horizontal clearance).

No detached single-family dwellings or attached single-family dwellings will be served if the following occurs:

- Surface parking is allowed in front of the dwelling units (see exhibit A).
- The geometric design of public streets or alleys in the development does not meet the engineering department design standards of public streets (see exhibit B).
- A private street or alley does not meet the geometric design and paving schedule approved by the engineering department design standards
- A side-loading solid waste truck is physically unable to reach the 96-gallon City solid waste collection cart from the alley or roadway.
- Attached dwellings over 5 units, with common entrances for each building or with units arranged one atop the other in multiple stories, or water master-metered complexes with rental units
- A right-hand side-loader collection vehicle (depicted below) has to “back” into a roadway or alley to retrieve a 96-gallon solid waste cart.



## Exhibit A

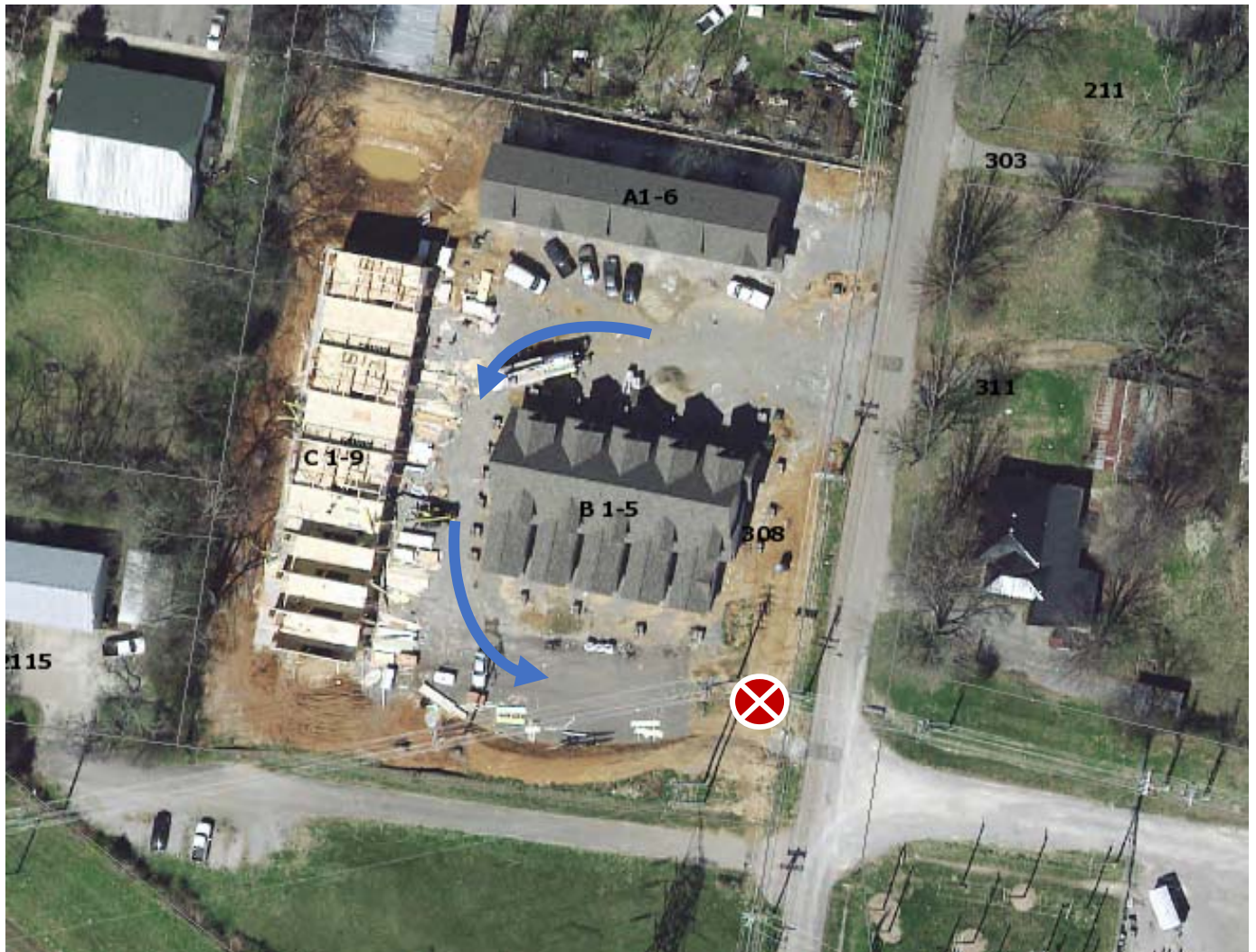
Example of surface parking areas highlighted in “red” disallowing curbside solid waste collection due to retrieval of 96 gallon carts in front of townhomes not being accessible.





### Exhibit B

Example of geometric design of access lanes (radii too tight) disqualifying development of not receiving solid waste curbside collection services. Only one ingress/egress point with no turnaround would also disqualify this development.



# COUNCIL COMMUNICATION

**Meeting Date: 07/10/2019**

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**Item Title:** United Way Goals  
**Department:** Administration  
**Presented by:** Craig Tindall, City Manager

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## **Summary**

Presentation of United Way's Bold Goals 2030

## **Background Information**

Ms. Meagan Flippin, President & CEO of United Way of Rutherford and Cannon Counties will share with Council the organizations future goals.

United Way's Bold Goals 2030 initiative identifies our community's most pressing needs and outlines bold, measurable goals for the year 2030. Bold Goals 2030 was developed in partnership with local citizens and organizations, as well as from already available data. Bold Goals 2030 will utilize a collective impact framework, involving the non-profit, faith-based, government, education, healthcare, and corporate sectors to collaboratively address these issues with innovative solutions.

## **Council Priorities Served**

*Safe and Livable Neighborhoods*

United Way is instrumental in providing services to meet the many needs of the community and is a strong partner in supplementing the City's service delivery.

## **Fiscal Impacts**

None

# COUNCIL COMMUNICATION

**Meeting Date: 7/10/2019**

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**Item Title:** Review of Buffer Requirements  
**Department:** Planning  
**Presented by:** Donald Anthony, Planning Director

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## **Summary**

Review of buffer requirements between industrial and residential zoning districts.

## **Background Information**

Per the City Council's request, the Planning Department engaged in a study of the City's requirements for landscape buffers between industrial and residential zoning districts. The study explores buffer requirements in peer cities, comparing those cities' standards to Murfreesboro's standards. The study concludes with recommendations for strengthening the City's buffer requirements.

## **Council Priorities Served**

### *Safe and Livable Neighborhoods*

Landscape buffers provide physical barriers between incompatible land uses. Such buffers can be particularly helpful in protecting residential properties from the sound and visual impacts of adjacent commercial and industrial uses.

### *Engaging our Community*

Citizens at recent public hearings have indicated support for expanding buffers between industrial and residential uses. The Planning Department's study took those concerns into account. Before acting on any of the recommendations included in the study, both the Planning Commission and City Council would hold public hearings to give citizens the opportunity to voice their concerns.

## **Fiscal Impacts**

None

## **Attachment:**

1. Planning Department Presentation: Review of Buffer Requirements



# Review of Buffer Requirements

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Murfreesboro Planning Department

July 10, 2019

# Current Requirements

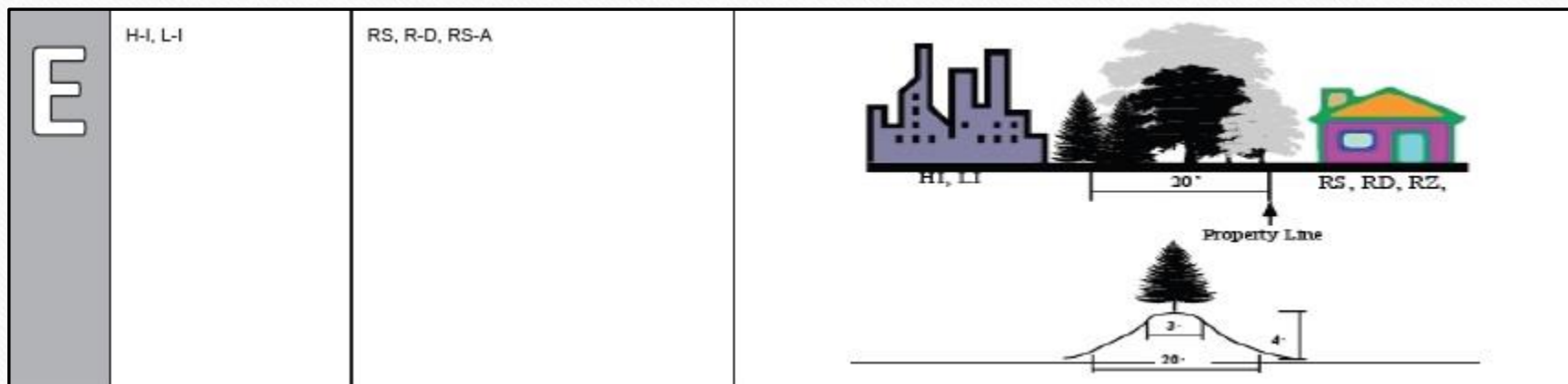
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- The Murfreesboro Zoning Ordinance refers to buffers as landscape buffers.
- In planning practice, these are called incompatible use buffers.
- The Zoning Ordinance includes five types of buffers:
  - Type A: 10 feet width
  - Type B: 10 feet width
  - Type C: 12 feet width
  - Type D: 15 feet
  - Type E: 20 feet



# Industrial Buffers

- Tables 1 and 2 require a buffer width of 20 feet between industrial-zoned property (H-I, L-I) and single-family residential-zoned property.
- Landscaping intensity may be reduced with installation of a berm.



# Problems Identified

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- 20 feet is insufficient width between industrial and residential uses.
- 4 feet is insufficient berm height.
- Other minor issues with non-industrial buffers.

# Best Practices

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- We reviewed industrial-residential buffer requirements in 22 peer cities (in Tennessee and throughout the region).
- Three separation types were identified:
  - Landscape buffers
  - Setbacks
  - Combination of landscape buffers and setbacks



City	<i>Between Heaviest Industrial District and Single-Family Residential Districts</i>				Notes
	Buffer Required	Buffer Width (ft.)	Special Setback	Setback Width (ft.)	
Asheville NC	X	30			
Bartlett	X	30			6' fence required in addition to buffer
Bowling Green KY			X	50	
Cary NC	X	65 - 80			determined by residential lot type
Chattanooga	X	30			
Clarksville	X	20 - 50 <sup>a</sup>			
Columbia	X	20 - 40 <sup>a, b</sup>			
Evansville IN			X	20	
Franklin	X	40 - 100			determined by lot size; reduce by 25% with fencing/berm
Hendersonville	X	30			
Huntsville AL			X	25	
Jackson			X	50	
Johnson City	X	25 - 35 <sup>b</sup>			
Jonesboro AR			X	10 - 20	determined by length of street frontage

a = buffer width determined by planting density

b = buffer width determined by fence, wall, or berm

City	<i>Between Heaviest Industrial District and Single-Family Residential Districts</i>				Notes
	Buffer Required	Buffer Width (ft.)	Special Setback	Setback Width (ft.)	
Kingsport			X	300	
Knoxville			X	50	applies to rear yard only
La Vergne	X	50			
Memphis	X	15	X	500 - 1,500	higher setbacks for certain uses
Nashville	X	30 - 50 <sup>a</sup>			
Smyrna	X	20			4' berm required in addition to buffer
Spring Hill	X	15			8' fence required in addition to buffer
Springfield MO	X	35 - 75 <sup>a, b</sup>			

a = buffer width determined by planting density  
b = buffer width determined by fence, wall, or berm

# Local/Regional Cities Comparison

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- Whether using buffers or setbacks, our review of local and regional cities showed the following:
  - 10 feet is the lowest separation distance (Jonesboro).
  - 100 feet is the widest buffer (Franklin) and is based on lot area.
  - 1 city uses a combination of buffers and setbacks (Memphis).
- Several cities allowed for reductions in buffer width with the installation of a fence, a berm, or both.



# Recent Actions

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- In 2019, the City Council approved H-I zoning on South Rutherford Boulevard and Lee Lane, adjacent to a residential subdivision. The zoning request included a 40-foot strip of RS-15 zoning and a 20-foot buffer for a total distance of 60 feet between any building in the H-I district and the adjacent residential property lines.
- In 2016, the City Council approved PID zoning on the south side of Joe B. Jackson Parkway, adjacent to a residential subdivision. The zoning request included buffers varying in width from 50 feet to 125 feet in some areas and a 25-foot buffer with 9-foot masonry wall in others.

# Possible Approaches

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- Expand 20-foot buffer width requirement.
- Expand 20-foot rear setback and 10-foot side setback requirements.
- Use some combination of expanded buffer and expanded setback.



# Buffer Approach

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- Current buffer for H-I and L-I adjacent to residential:
  - Single-family – 20 feet
  - Multi-family – 15 feet
- Consider expanding the minimum buffer width to 50 feet.
  - Allow reduction with installation of 6-foot berm and/or fence.
  - Require separate buffer for outdoor work and loading areas.

# Buffer Approach: Case Studies

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- The City of Springfield, Missouri determines buffer width based on planting density and presence of a fence and/or berm.
  - Applicants have four buffer options, ranging from 35 feet to 75 feet.
  - 35-foot buffer requires a 6-foot fence or solid hedgerow or a 5-foot berm.
- The City of Franklin, Tennessee determines buffer width based on lot area.
  - A 5-acre industrial site would be required to provide a 70-foot buffer.
  - A 10-acre industrial site would be required to provide a 100-foot buffer.

# Setback Approach

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- Current setbacks for H-I and L-I:
  - 10 feet on sides
  - 20 feet on rear
- Consider increasing side and rear setback for H-I and L-I to 50 feet when property lies adjacent to residential use.
- Creating setbacks by use could pose problems when one user vacates a building and another wishes to move into the building.



# Setback Approach: Case Study

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- Jonesboro, Arkansas bases buffer widths on two factors:
  - Street frontage
  - Building height
- Setback based on street frontage:
  - 100 feet or more of street frontage requires a 20-foot buffer adjacent to residential use.
  - Under 100 feet of street frontage requires 10 to 19.5-foot buffer.
- Setback also based on building height:
  - Maximum height in industrial districts is 35 feet.
  - However, industrial buildings located more than 50 feet from property line may increase height by providing additional 5 feet of setback for every 1 foot of building height.

# Combination Approach

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- Consider applying both an increased setback and increased buffer.
  - Increase setback to 40 feet to 50 feet.
  - Increase buffer to 25 to 30 feet.
- Consider requiring a broader setback if:
  - building height, square footage, or lot size reach certain thresholds; and/or
  - outdoor loading and/or work areas are located adjacent to residential lots.
- Consider allowing reduction in buffer with installation of berm and/or fence.

# Additional Considerations

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Staff has identified a few other issues with buffer requirements that should be addressed:

- Consider increasing all buffer types by 5 feet.
- Consider revising language in Tables 1 and 2 to clarify that buffers will be applied based on incompatible zoning and/or land uses.
- Consider revising Tables 1 and 2 to ensure that the burden for providing a buffer falls on the more intense use/zoning with certain exceptions.
- Consider increasing setback and/or buffer for reverse frontage lots.



# Thank you.

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Murfreesboro Planning Department

615.893.6441

[murfreesborotn.gov/planning](http://murfreesborotn.gov/planning)

# COUNCIL COMMUNICATION

**Meeting Date:** 07/10/2019

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**Item Title:** Sanitary Sewer Allocation Assessment for Future Land Use  
**Department:** Water Resources Department  
**Presented by:** Darren Gore

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## Summary

The last 20-yr's of growth in Murfreesboro has dramatically increased the demands on the wastewater collection system. Regulation of the future allocation of wastewater collection may be necessary for the welfare of the City and its inhabitants.

## Background Information

Federal and state regulations outside the City's purview may restrain the City's ability to obtain additional capacity to support future land use in the City's urban growth boundary. Allocating wastewater treatment and/or sanitary sewer collection capacity may:

- Promote and protect public health and safety
- Enhance the economy by establishing reasonable, orderly, equitable and effective means to allocate wastewater collection capacity
- Assist in uniform and balanced future development to serve the needs of the community and the City's tax digest.

Staff has prepared an analysis to review the Salem Hwy corridor and sanitary sewer service area that was master planned in 1999 and compare it to the current build-out in 2019 to see how much sewer has been allocated, and consequently determine how much sewer capacity is remaining for the areas yet to be developed in this corridor.

Additionally, staff will review the annexed areas by zoning the City has experienced between 2009 and 2019 to determine future land uses that may be applied to sanitary sewer and wastewater allocation.

## Council Priorities Served

### *Safe and Livable Neighborhoods*

Promote and protect public health and safety.

### *Strong and Sustainable Financial and Economic Health*

Enhance the economy by establishing reasonable, orderly, equitable and effective means to allocate wastewater collection capacity.

### *Excellent Services with a Focus on Customer Service*

Assist in uniform and balanced future development to serve the needs of the community.



**Fiscal Impacts**

Undetermined currently.

**Attachments:**

1. Sewer Allocation Future Land Use Presentation



# MWRD SANITARY SEWER ALLOCATION STUDY

An Analysis to Determine Available Sewer Capacity  
for Future Land Use

**CITY COUNCIL WORKSHOP**

*July 10, 2019*

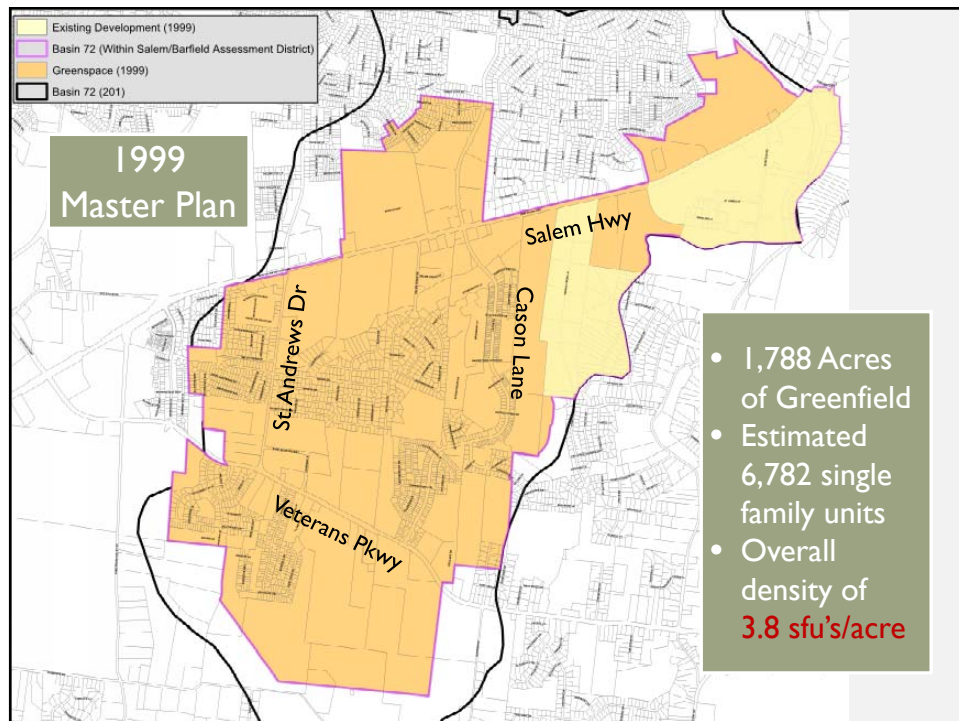
## PURPOSE

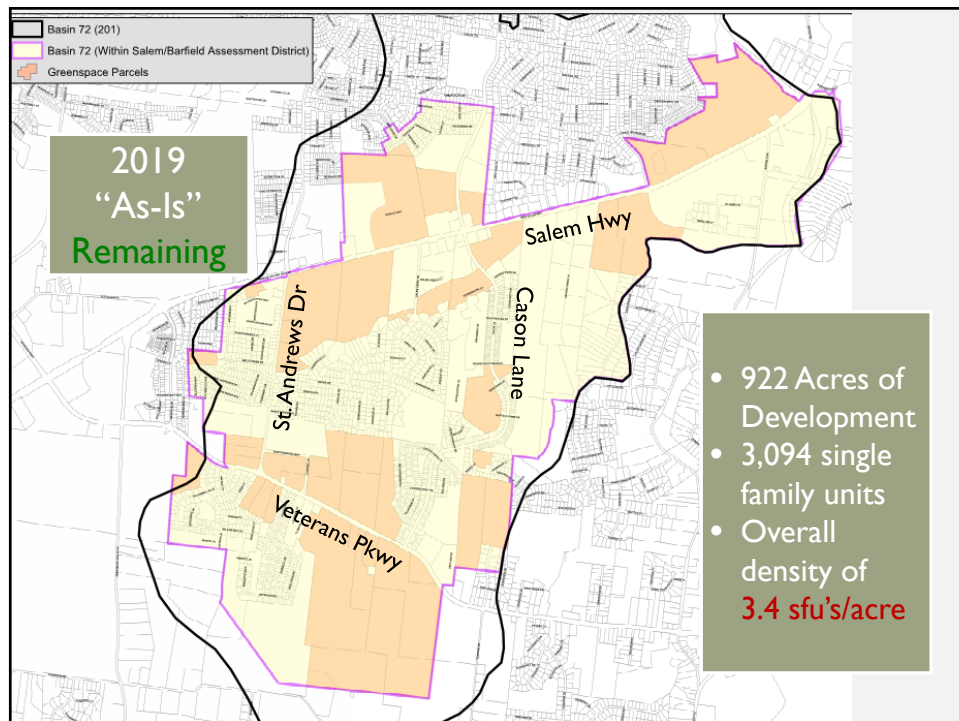
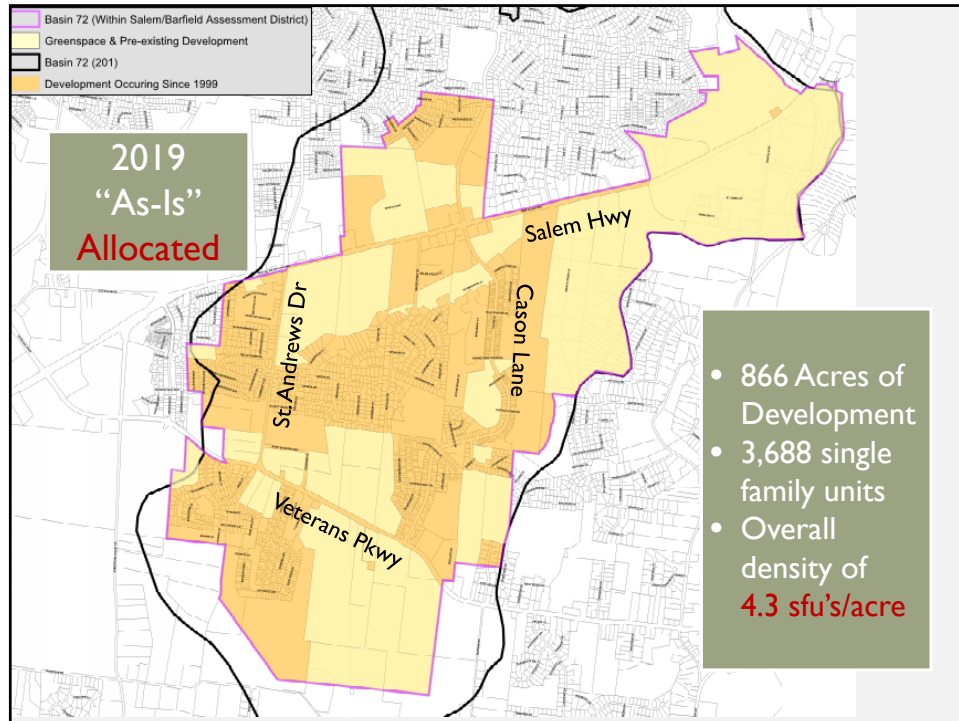
- The last 20-yrs of growth has dramatically increased the demands on the wastewater collection system.
- Federal and state regulations outside the City's purview may restrain the City's ability to obtain additional capacity to support future land use in the City's urban growth boundary.
- Regulation of the future allocation of wastewater collection is necessary for the welfare of the City and its inhabitants to:
  - *Promote and protect public health and safety*
  - *Enhance the economy by establishing reasonable, orderly, equitable and effective means to allocate wastewater collection capacity*
  - *To assist in uniform and balanced future development to serve the needs of the community and City's tax digest.*

## STEP I – Determining “As-Is” Conditions

### ANALYZING A SAMPLE AREA REPRESENTATIVE OF CITY GROWTH FROM 1999-2019

Salem Hwy (SR 99) Corridor  
Sanitary Sewer Service Area 72

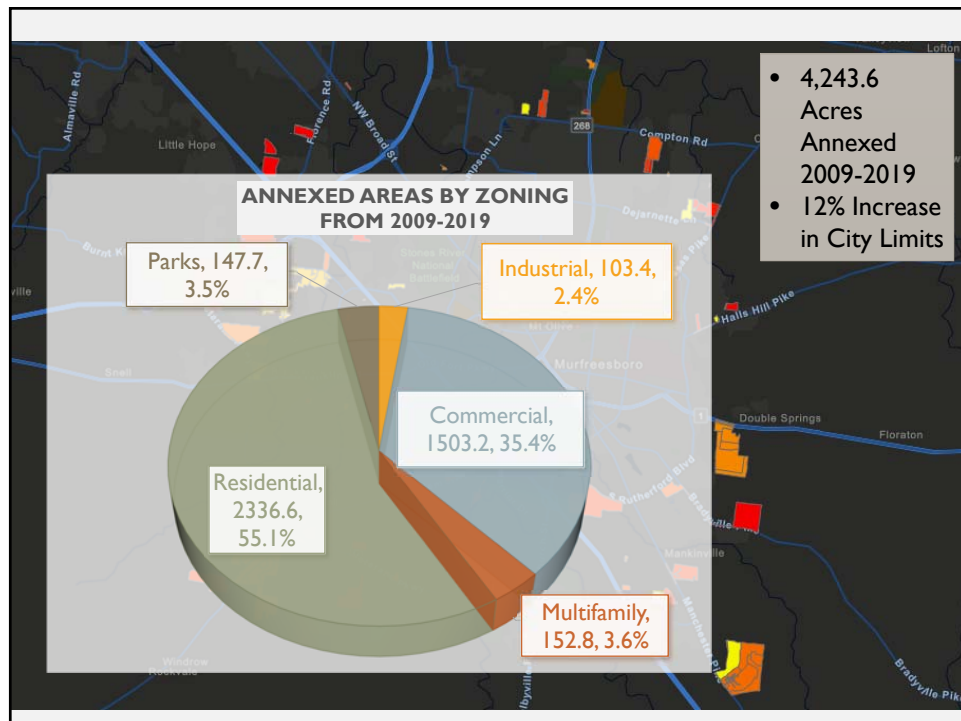




## STEP 2 – Determining Future Land Use Percentages

### ASSESS NEW ANNEXATION BY ZONING 2009-2019

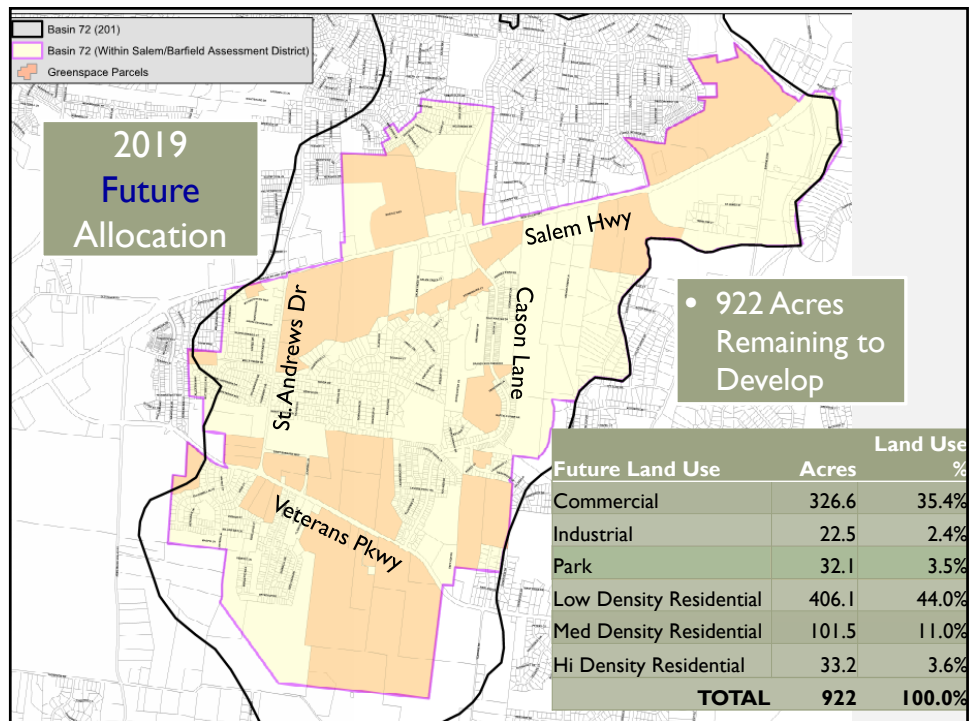
City-wide Analysis



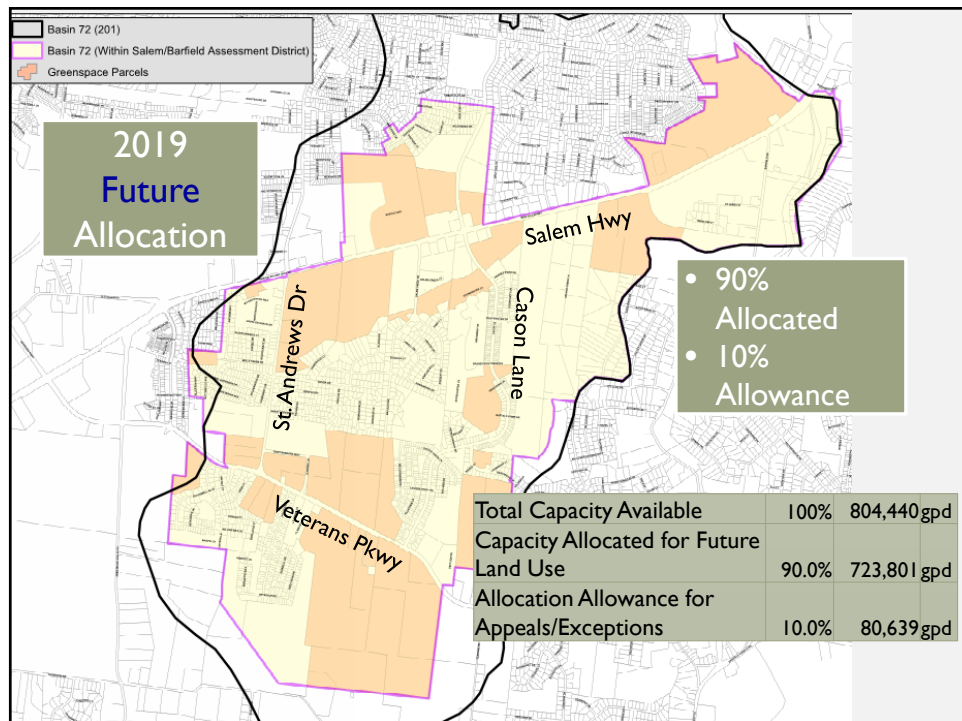
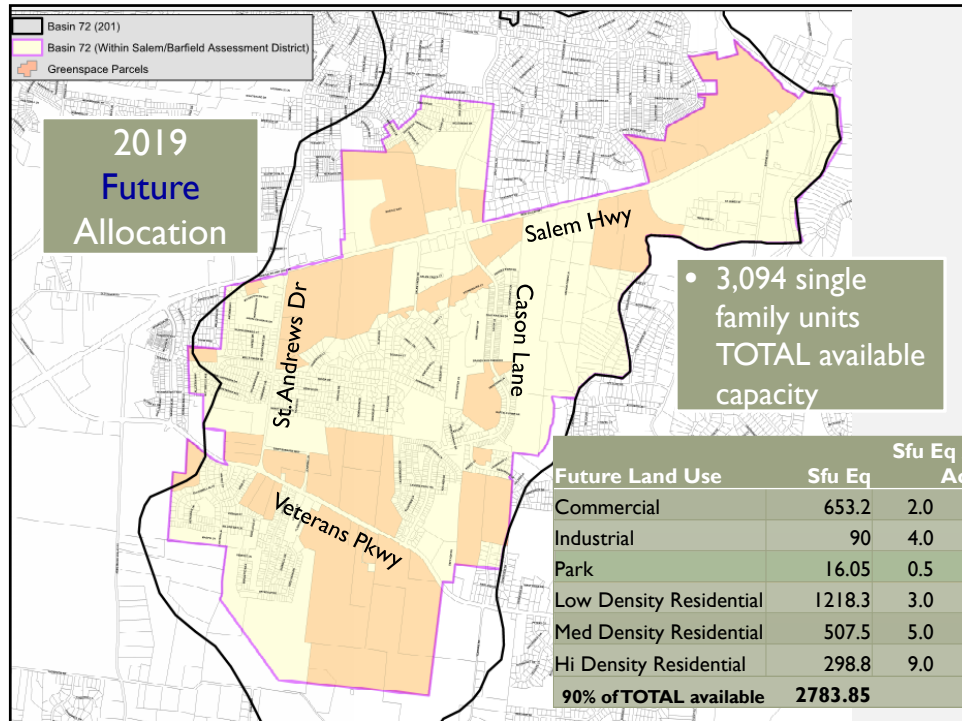
## STEP 3 – Determining Future Allocation

### ALLOCATE REMAINING SEWER CAPACITY TO REMAINING ACREAGE BY LAND USE %

Salem Hwy (SR 99) Corridor  
Sanitary Sewer Service Area 72







### SANITARY SEWER ALLOCATION RECOMMENDATION

Future Land Use	Sfu Eq per Acre	gpd per Acre
Commercial	2.0	520
Industrial	4.0	1040
Park	0.5	130
Low Density Residential	3.0	780
Med Density Residential	5.0	1300
Hi Density Residential	9.0	2340

### STEP 4: 201 WASTEWATER FACILITIES PLAN UPDATE

- Densities (sfu's per acre) could be further reduced when applying this study's sewer allocation (gallons per day per acre) to MWRD's complete service area and future land use assumptions (KKC 2035).
- Assimilative capacity of the West Fork Stones River may be ultimate bottleneck; therefore, limiting sewer allocation from the Water Resource Recovery Facility's (WRRF) ability to treat wastewater will be further assessed.
- If WRRF treatment capacity or WFRS assimilative capacity are the controlling factors, development density may be further reduced in order to uniformly apply sewer allocation to future land use.



**QUESTIONS  
or  
COMMENTS?**

# COUNCIL COMMUNICATION

**Meeting Date:** 07/10/2019

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**Item Title:** Solid Waste Brush and Limb Pick-up Week of the Month Zoning Proposal  
**Department:** Solid Waste Department  
**Presented by:** Darren Gore

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## Summary

To more efficiently deliver limb and brush curbside collection services, the Solid Waste Department is proposing that citizens place their limb and brush, as well as yard trimmings and leaf collection, behind the curb per the zoning map provided during the week of the month assigned on the map.

## Background Information

The Solid Waste Department is experiencing challenges in recruiting Commercial Drivers. As such, we are witnessing diminished levels of service in picking up brush and limb and yard waste. To reset the public's expectations and utilize the solid waste personnel to the full, staff is proposing to mail out the attached public service announcement (PSA).

The PSA contains a zoning map that effectively cuts the City into four quadrants. Each quadrant has a week of the month assigned to it. The public would be notified that yard waste should be placed out during their assigned week and the following week the Solid Waste Department would pick it up.

The PSA also identifies some best practices in brush and limb placement as well as bagging yard trimmings and some prohibitions per City Code.

## Council Priorities Served

### *Safe and Livable Neighborhoods*

Proper placement of brush and limbs safeguards traffic and ensures adequate roadway width for two-way traffic as well as protects the storm sewer system capacity and aquatic health of streams and rivers.

### *Strong and Sustainable Financial and Economic Health*

Uniform and orderly yard waste pick-up as well as adoption of best practices maximizes Solid Waste Department resources and increases efficiency and effectiveness.

### *Excellent Services with a Focus on Customer Service*

Resetting the public's expectations on the City's ability to provide curbside limb and brush and yard clippings will enhance neighborhood aesthetics and should help reduce frustration currently experienced by customers.

### *Engaging Our Community*

Sending out a PSA identifying best practices in brush and limb placement as well as bagging of yard trimmings will enhance serviceability by the Solid Waste Department and educate the public to help facilitate better service.

### **Fiscal Impacts**

Identifying weekly pick-up zones as well as educating the public on best practices for brush and limb and yard waste will enhance the Solid Waste Department's efficiency and effectiveness in curbside collection.

### **Attachments:**

1. Public Service Announcement mailer

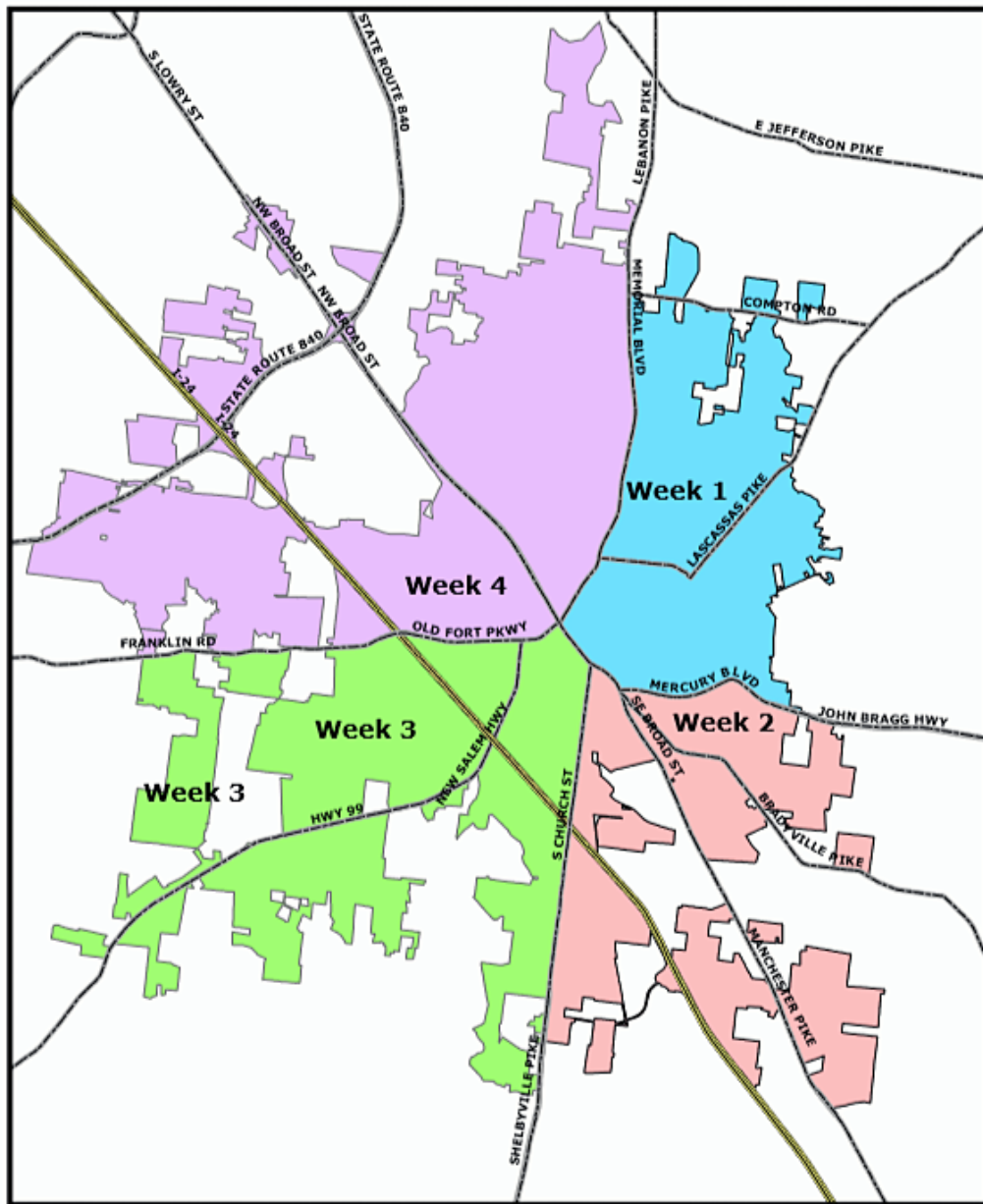
# Murfreesboro's Solid Waste Department makes it easier for residents anticipating Limb and Brush Pick-up services



The Solid Waste Department is experiencing challenges in recruiting Commercial Drivers. As a result, the Department will provide a once a month collection of brush and limb services, in addition to weekly trash cart collection. To more efficiently deliver limb and brush curbside collection services, the Department is asking for citizens to place their limb and brush, as well as yard trimmings and leaf collection, behind the curb, per the zoning map provided, during the week of the month assigned on the map.

Adhering to this schedule should create a more uniform and orderly pick-up of limb and brush. Neighborhood aesthetics should be enhanced and potential street congestion will be minimized.

You should expect Solid waste staff to pick up your limb and brush the week *after* the placement week. Best practices for brush and limb placements are provided.



For a more detailed street level map, visit [www.murfreesborotn.gov/brushpickup](http://www.murfreesborotn.gov/brushpickup)

## Brush Placement & Pick-Up Calendar 2019

Murfreesboro Solid Waste customers are being asked to anticipate brush and limb pick-up during designated placement weeks each month.

If brush and limb are put out *after* your scheduled placement week, it will be picked up the following month's scheduled week.

PLACEMENT WEEK

	Week 1	Week 2	Week 3	Week 4
August	5-9th	12-16th	19-23rd	26-30th
September	3-6th	9-13th	16-20th	23-27th
October	7-11th	14-18th	21-25th	28-31st
November	4-8th	11-15th	18-22nd	25-29th
December	2-6th	9-13th	16-20th	23-27th



If you have questions concerning which zone you are located or what week you should place your brush and limbs at the curbside, contact the Murfreesboro Solid Waste Department at 615-893-3681.

## BEST PRACTICES: YARD TRIMMING PLACEMENT

Best Practice for collecting yard trimmings for curbside pick-up is to bag them in biodegradable paper bags available at your local grocery or hardware store. Leaves can be loosely piled, but should not cover or clog storm sewers. This improper placement can hamper the system's ability to convey storm water as well as adversely affect water quality in our streams and rivers.



City Code  
Stormwater  
Management  
Section 27.5-13 -  
Illicit discharges  
states:  
No person shall  
introduce or cause to  
be introduced into the  
municipal separate  
storm sewer system  
any discharge that is  
not composed entirely  
of storm water.



DO NOT	
DO NOT place yard trimmings and leaf collection in ditches around or on top of structures such as mail boxes, fences, meter lids, utility lines, utility poles, etc.	DO NOT place grass clippings and leaf collection in the street as this is a traffic hazard.
DO NOT place foreign debris such as lumber, household trash, and other types of debris in your brush pile. It will not be picked up if found.	DO NOT set clippings or leaves in vacant lots or on vacant properties. This is illegal dumping.

**\*If a commercial tree trimming company provides residential service, they are required to dispose of brush and limb.**

DO NOT
<b>DO NOT</b> place brush and limbs in ditches around or on top of structures such as mail boxes, fences, meter lids, utility lines, utility poles, etc.
<b>DO NOT</b> place limbs that are over 8 inches in diameter and greater than 10 feet long out for pick-up.
<b>DO NOT</b> place foreign debris such as lumber, household trash, and other types of debris in your brush pile. It will not be picked up if found.
<b>DO NOT</b> set brush on vacant lots or vacant properties. This is illegal dumping.
<b>DO NOT</b> put brush out <i>after</i> the week trucks are scheduled to be in your placement area.



## BEST PRACTICES: BRUSH AND LIMB PLACEMENT

The mechanical arm of the knuckle boom truck used for gathering brush needs enough room to lift the brush pile up and into the trailer that is pulled behind the truck. Only one driver travels with each truck; no other crew members are there to move piles or separate items that don't belong in a brush pile. Proper brush placement allows the Department to provide quicker and more efficient service. Brush and limb should be placed where trash pick-up is already being collected.

City Code **Streets and Sidewalks Section 28-9 - Obstructing streets or sidewalks** states:  
It shall be unlawful for anyone to obstruct in any way any street, public place or sidewalk except as authorized by law, and an obstruction within the meaning of this section shall be construed to mean to so occupy the sidewalk, street or public place that the free use and enjoyment thereof by the public is, in any way, interrupted or interfered with, or the free ingress or egress to or from any building fronting on any public thoroughfare is impaired.

## IMPORTANT BRUSH PICK-UP INFORMATION





# **COUNCIL COMMUNICATION**

**Meeting Date: 07/10/2019**

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**Item Title:** Project Development Update

**Department:** Administration

**Presented by:** Greg McKnight, Director of Project Development

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## **Summary**

Quarterly vertical construction update

## **Background Information**

The Mayor and Council have approved several vertical construction projects. The Project Development update will provide budget and status reports on those Council approved projects.

## **Council Priorities Served**

Construction projects are part of on-going Council priorities of economic development and maintaining infrastructure and services.

## **Fiscal Impacts**

The projects are currently on budget and on schedule. Meeting these goals allows management of bond issuance and the ability to meet the financial timelines of the City's Capital Improvement Plan.

# **COUNCIL COMMUNICATION**

**Meeting Date: 07/10/2019**

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**Item Title:** Preliminary Review of FY20-24 Capital Improvement Plan  
**Department:** Administration  
**Presented by:** Craig Tindall, City Manager

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## **Summary**

Initial overview of the FY20-24 Capital Improvement Plan (CIP).

## **Background Information**

This workshop item provides Council with an introduction to the FY20-24 CIP. No decisions are requested at this time. The information provided will be the basis for in-depth future discussions and decisions.

The City budget has two primary components:

- An operating budget, which represents the City's day-to-day operating expenses and revenue
- A CIP, which addresses the City's long-term investment in the community

The operating budget is largely funded by tax and fee revenues. The CIP is funded almost exclusively by long-term debt. These budget components interact with the operating budget to reflect the CIP's debt service. Additionally, investments through the CIP will create economic opportunities that enhance the operating budget's revenue.

Each year staff makes a recommendation on CIP projects for the next five years. Each recommended project is important to providing services to the City's citizens, businesses, and visitors. However, fiscally prudent financial management, which is incorporated into the City's financial policies, imposes a limit on the amount of the City's debt. Therefore, Council determines which projects are to be initiated and the timing of these projects within these financial limits. From these determinations, staff will develop financial alternatives for funding for the approved projects and implement the financing with Council approval.

A comprehensive five-year CIP, along with anticipated operating costs, allows Council to see the contexts of its decisions. As a practical matter, those decisions should heavily focus on the current year and following year's CIP expenditures. Expenditures outside of two-year timeframe can usually be adjusted in future recommendations. The exception would be projects that require more than two years for completion.

For FY20-24, the CIP totals approximately \$741m; 60% of which is dedicated to roadways, 15% to parks and recreational facilities, and 9.5% to schools. \$281m is funded or is anticipated to be funded through other means; for example, federal and state roadway funds or funds from the sale of residual City property are expected. That leaves \$460m unfunded. Of this unfunded amount, \$89m is

currently scheduled outside of the five-year timeframe incorporated into this year's CIP.

Focusing on FY20, recommended projects were limited for several reasons. First, the City will need to recognize the revenue enhancement this year to accommodate significant increases in debt service. Additionally, the City pays debt off during FY20 and FY21, which makes it financially prudent to defer as many projects as possible until this debt service is eliminated. Therefore, only projects that leverage state funds; are required by statute, regulation, or contractual terms; have a high degree of operational necessity; or provide short-term economic benefit are included for FY20.

Because FY20 projects were restricted, FY21 reflects a larger than normal amount. Additional staff considerations for FY21 recommendations are necessary and will defer some portion of this amount.

### **Council Priorities Served**

#### *Safe and Livable Neighborhoods*

The CIP reflects investments in critical infrastructure and equipment to assure that public safety, roadways, and other amenities are adequately funded.

#### *Strong and Sustainable Financial and Economic Health*

Comprehensive consideration of the CIP assures that the City manages its debt prudently over the long-term.

#### *Excellent Services with a Focus on Customer Service*

Investment in infrastructure and equipment is necessary to provide the highest level of customer service.

#### *Engaging Our Community*

Public deliberation of the CIP provides the community with insight into the long-term investments that are necessary for the City to continue to provide the level of service that citizens, businesses, and visitors enjoy.

### **Fiscal Impacts**

The fiscal impact of FY20 CIP will be calculated as CIP discussions progress.

### **Attachments:**

Capital Improvement Plan FY20-24

Department	Project	Total Project Cost Estimate	Operating Costs	Other Funding	Previous Funding	2020 Funding	2021 Funding	2022 Funding	2023 Funding	2024 Funding	Future Funding	Amount Unfunded	% Unfunded
Administration	City Hall Renovations & Security	725,000			425,000	300,000						-	0%
	Land Acquisition/Contingency costs/Preliminary Design	2,000,000	-	-	-	400,000	400,000	400,000	400,000	400,000	-	-	0%
	Linebaugh Library relocation	2,500,000	-	-	-		-	-	-	-	2,500,000	2,500,000	100%
	Department Total	5,225,000		-	-							2,500,000	
Airport	South Apron Development	4,000,000	-	2,000,000	2,000,000	-	-	-	-	-	-	-	0%
	Taxiway Echo	6,500,000	-	2,900,000	-	-	3,600,000	-	-	-	-	-	0%
	Apron Expansion	2,000,000	-	-	-	-	-	-	-	2,000,000	-	-	0%
	Fuel Farm Relocation and Upgrade	900,000	4,000	-	-	-	-	-	900,000	-	-	-	0%
	Fuel Truck Purchase	150,000	5,000	150,000	-	-	-	-	-	-	-	-	0%
	Hangar 3 Renovations	400,000	-	-	-	-		-	-	-	400,000	400,000	100%
	Pavement Maintenance	1,000,000	-	900,000	-	-	-	100,000	-	-	-	-	0%
	Department Total	14,950,000		5,950,000	2,000,000							400,000	
Economic Development	Broad Street property	1,500,000	-	-	-	-	-	-	-	-	1,500,000	1,500,000	100%
	Downtown Parking Garage construction	3,000,000	-	-	-	-	-	-	-	-	3,000,000	3,000,000	100%
	Historic Bottoms/Highland Avenue Redevelopment	2,700,000	-	1,700,000	1,000,000	-	-	-	-	-	-	-	0%
	West Main St Property	750,000	-	-	-	-	-	-	-	-	750,000	750,000	100%
	Department Total	7,950,000		1,700,000	1,000,000							5,250,000	
Facilities	ADA Renovations	1,400,000	-	-	500,000	-	300,000	300,000	300,000	-	-	-	0%
	City Court Build-Out & Planning & Courtroom	2,000,000	-	-	-		-	-	-	-	2,000,000	2,000,000	100%
	Department Total	3,400,000		-	500,000							2,000,000	
Fire Rescue	Doug Young Public Safety Training Complex	10,739,154	-	-	8,739,154	-	2,000,000	-	-	-	-	-	0%
	New Pumper Apparatus 20-01	750,000	13,400	-	-	-	-	750,000	-	-	-	-	0%
	New Pumper Apparatus 23-01	775,000	14,600	-	-	-	-	-	775,000	-	-	-	0%
	Pumper Apparatus Replacement 20-01	700,000	5,400	-	-	700,000	-	-	-	-	-	-	0%
	Pumper Apparatus Replacement 20-02	725,000	5,400	-	-	-	725,000	-	-	-	-	-	0%
	Pumper Apparatus Replacement 21-01	750,000	5,600	-	-	-	-	750,000	-	-	-	-	0%
	Quint Apparatus Replacement 21-01	1,325,000	5,600	-	-	-	1,325,000	-	-	-	-	-	0%
	Quint Apparatus Replacement 22-01	1,375,000	5,700	-	-	-	-	1,375,000	-	-	-	-	0%
	Special Operations Equipment 22-01	250,000	-	-	-	-	-	250,000	-	-	-	-	0%
	Special Operations Equipment 24-01	250,000	-	-	-	-	-	-	-	250,000	-	-	0%
	Station 3 Replacement	6,000,000	57,000	-	-	-	-	-	-	6,000,000	-	-	0%
	Station 6 Replacement	6,480,000	58,500	-	-	-	-	-		-	6,480,000	6,480,000	100%
	Station 11 Construction	4,500,000	72,500	-	4,500,000	-	-	-	-	-	-	-	0%
	Station 12 Construction	5,200,000	613,800	-	-		-	5,200,000	-	-	-	-	0%
	Station 13 Construction	6,000,000	1,349,200	-	-	-	-		-	6,000,000		-	0%
	Station 14 Construction	6,480,000	1,417,400	-	-	-	-	-	-	6,480,000		-	0%
	Station Alerting	300,000			175,000	125,000					-	-	0%
	Department Total	52,599,154		-	13,414,154							6,480,000	
Golf	Driving Range Netting Installation	350,000		-	-	-	-	-	-	350,000	-	-	0%
	Golf Cart Fleet Replacement	338,400		-	-	-	-	338,400	-	-	-	-	0%
	Golf Course Maintenance Equipment - Dethatching Unit	10,000		-	-		10,000	-	-	-	-	-	0%
	Golf Course Maintenance Equipment Repacement - Fairways Mowers	128,000		-	-	-	-	63,000	65,000	-	-	-	0%
	Golf Course Maintenance Equipment Repacement - Finishing Mower	20,000		-	-	20,000	-	-	-	-	-	-	0%
	Golf Course Maintenance Equipment Repacement - Tee & Greens Mowers	65,000		-	-	-	65,000	-	-	-	-	-	0%
	Department Total	911,400		-	-							-	

Department	Project	Total Project Cost Estimate	Operating Costs	Other Funding	Previous Funding	2020 Funding	2021 Funding	2022 Funding	2023 Funding	2024 Funding	Future Funding	Amount Unfunded	% Unfunded
Parks	Adams Tennis Complex Improvements	240,000	-	-	-	-	40,000	40,000	160,000	-	-	-	0%
	Administrative Office	4,500,000		-	-	-	-	-	-	-	4,500,000	4,500,000	100%
	Barfield Crescent Park Back Country Improvements	382,000	-	-	-	-	150,000	-	232,000	-	-	-	0%
	Barfield Crescent Park Playground / Ballfield Improvements	1,080,000	-	-	-	-	-	180,000	750,000	150,000	-	-	0%
	Barfield Crescent Park Trail Improvements	751,435	-	-	326,435	-	-	425,000	-	-	-	-	0%
	Barfield Expansion	3,000,000	-	3,000,000	-	-	-	-	-	-	-	-	0%
	Bradley Academy	300,000	-	-	-		-	300,000	-	-	-	-	0%
	Cannonsburgh	916,781	-	-	476,781		220,000	220,000	-	-	-	-	0%
	Greenway - North Connector	2,920,000	-	-	300,000	1,080,000	1,540,000	-	-	-	-	-	0%
	Greenway Reconstruction	993,202	-	-	420,000	100,000	100,000	100,000	100,000	100,000	73,202	73,202	7%
	Jordan Farm Improvments	110,000	-	-	-	110,000	-	-	-	-	-	-	0%
	McFadden Community Center Improvements	250,000	-	-	-	-	-	-	100,000	150,000	-	-	0%
	McKnight Park Parking Addition	830,000	-	-	-	430,000	400,000	-	-	-	-	-	0%
	McKnight Park Volleyball Improvements	160,000	-	-	-	-	-	-	-	160,000	-	-	0%
	Old Fort Park Ballfield Improvement	1,000,000	-	-	-		200,000	200,000	-	600,000	-	-	0%
	Old Fort Park Parking Improvement	430,000	-	-	-	30,000	400,000	-	-	-	-	-	0%
	Patterson Improvements	994,849	-	-	169,849	-	-	825,000	-	-	-	-	0%
	Paving Improvements	200,000	-	-	-	-	100,000	-	100,000	-	-	-	0%
	Playground Deferred Maintenance	180,000	-	-	-	60,000	-	60,000	-	60,000	-	-	0%
	School Park Development	6,360,000	-	-	-	-	-	6,360,000	-	-	-	-	0%
	Siegel Soccer Complex (Bleacher Awnings)	150,000	-	-	-	-	-	150,000	-	-	-	-	0%
	Siegel Park at Regency Park Dr	200,000	-	-	-	-	-	200,000	-	-	-	-	0%
	Siegel Park Playground Replacement	400,000	-	-	-	-	-	-	-	400,000	-	-	0%
	Siegel Rennovation - TSSA	13,000,000	505,970	-	4,720,000	5,230,000	3,050,000	-	-	-	-	-	0%
	Star Plex Improvements	95,000	-	-	-	-	-	95,000	-	-	-	-	0%
	Vehicle Replacement	150,000					75,000		75,000			-	0%
	Walter Hill Park Renovation	812,293	-	-	12,293	-	-	200,000	600,000	-	-	-	0%
	West Side Parks	57,710,877	845,000	-	9,200,877	800,000	-	80,000	2,100,000	-	45,530,000	45,530,000	79%
Department Total		98,116,437		-	9,213,170							50,103,202	

Police	Blackman Precinct	5,000,000									5,000,000	5,000,000	100%
	Information Technology Replacements	1,892,432	-	-	972,432	120,000	200,000	200,000	200,000	200,000	-	-	0%
	Mobile Data Terminal Replacements	1,339,462	-	-	688,462	241,000	60,000	50,000	100,000	200,000	-	-	0%
	Mobile Video Equipment (Video Replacements)	859,595	12,000	-	259,595	-	150,000	150,000	150,000	150,000	-	-	0%
	Public Safety Software	820,000	140,000	-	520,000	50,000	50,000	50,000	100,000	50,000	-	-	0%
	Radio IP Logger	350,000	152,420	-	-	350,000	-	-	-	-	-	-	0%
	Vehicles - Marked	16,157,499	72,800	-	7,057,499		1,820,000	1,820,000	1,820,000	1,820,000	1,820,000	1,820,000	11%
	Vehicles - Unmarked	2,500,667	13,000	-	1,198,667		210,000	294,000	294,000	294,000	210,000	210,000	8%
Department Total		28,919,655		-	10,696,655							7,030,000	



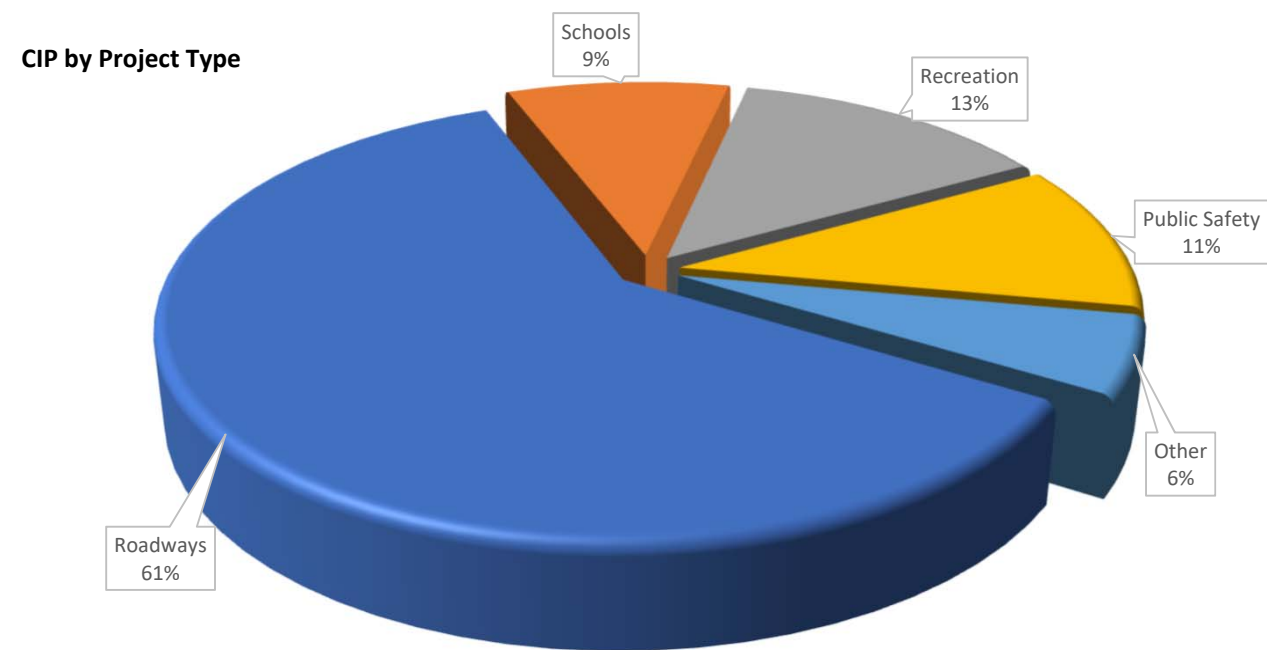
Department	Project	Total Project Cost Estimate	Operating Costs	Other Funding	Previous Funding	2020 Funding	2021 Funding	2022 Funding	2023 Funding	2024 Funding	Future Funding	Amount Unfunded	% Unfunded
Schools	Access Point Update	600,000	-	-	-	300,000	300,000	-	-	-		-	0%
	Bleachers	260,000	-	-	-	-	35,000	75,000	75,000	75,000		-	0%
	Bus Garage	15,000,000	-	-	-	-	-	-	-	-	15,000,000	15,000,000	100%
	Capping Screen Walls	10,000	-	-	-	-	10,000	-	-	-		-	0%
	Carpet Replacement with Vinyl Tile	600,000	-	-	-		150,000	150,000	150,000	150,000		-	0%
	CLA/Erma Siegel Foundation Repair	30,000	-	-	-	-	25,000	5,000	-	-		-	0%
	Concrete Repairs and Replacement	90,000	-	-	-	-	20,000	20,000	25,000	25,000		-	0%
	Custodial Equipment	85,000	-	-	-		15,000	15,000	15,000	15,000	25,000	25,000	29%
	Data Cabling Upgrade	1,500,000	-	-	-		1,500,000	-	-	-		-	0%
	Fencing	45,500	-	-	-	-	15,500	15,000	15,000	-		-	0%
	Full Size Buses	1,035,000	-	-	-	200,000	200,000	205,000	210,000	220,000		-	0%
	Major School Building Painting	225,000	-	-	-	-	50,000	50,000	60,000	65,000		-	0%
	MNP Cluster Conversion	15,000	-	-	-	-	15,000	-	-	-		-	0%
	Network/Server Expansion	300,000	-	-	-	60,000	60,000	60,000	60,000	60,000		-	0%
	New School	41,500,000						1,500,000	40,000,000			-	0%
	Parking Lot Resurfacing	60,000	-	-	-	-	15,000	15,000	15,000	15,000		-	0%
	Playground Equipment and Surface	1,100,000	-	-	-	-	275,000	275,000	275,000	275,000		-	0%
	Reeves Rogers Cluster Conversion	15,000	-	-	-	-	-	15,000	-	-		-	0%
	Roofs	718,000	-	-	-	18,000	329,500	265,000	105,500	-		-	0%
	Single Man Lift for Salem & Overall	15,000	-	-	-	15,000	-	-	-	-		-	0%
	Special Education Buses	330,000	-	-	-	-	100,000	-	115,000	115,000		-	0%
	Student Computers (Chrome Books)	3,830,810	-	-	-	1,224,000	1,224,000	60,000	60,000	1,262,810		-	0%
	Teacher and Staff Computers	1,936,000	-	-	-	900,000	12,000	12,000	12,000	1,000,000		-	0%
	Vehicle Replacement (Used Vans)	225,000	-	-	-	25,000	50,000	75,000	-	75,000		-	0%
Department Total		69,525,310		-	-							15,025,000	

Solid Waste	Automated Side Loader Replacements	3,960,000	41,500	-	-	350,000	360,000	750,000	1,250,000	1,250,000	-	-	0%
	Engine Replacement	120,000	-	-	-	40,000	40,000	40,000	-	-	-	-	0%
	Front end loader	345,000	8,000	-	-	-	345,000	-	-	-	-	-	0%
	K-boom truck - bulk items	250,000	4,500	-	-	250,000	-	-	-	-	-	-	0%
	Pedestals for boom trucks	720,000	-	-	-	240,000	180,000	200,000	-	-	100,000	100,000	14%
	Pick-up - 4 wheel drive	60,000	5,000	-	-	-	60,000	-	-	-	-	-	0%
	Rear Loader Replacements	380,000	7,800	-	-	190,000	190,000	-	-	-	-	-	0%
	Recycling Center Improvements	275,000	33,000	-	-		275,000	-	-	-	-	-	0%
	Routing tracking software	400,000	4,000	-	-	-	-	400,000	-	-	-	-	0%
	Solid Waste Transfer Station	4,000,000	-	-	-		2,000,000	2,000,000	-	-	-	-	0%
	Trommel Screen	400,000	3,000	-	-	-	-	-	400,000	-	-	-	0%
Department Total		10,910,000		-	-							100,000	

Streets	3/4 Ton Trucks	480,000	4,157	-	-	-	100,000	100,000	100,000	100,000	80,000	80,000	17%
	Chipper (from the UED 2020 CIP)	88,000	1,000	-	-		88,000	-	-	-	-	-	0%
	Dual Axle Dump Trucks	820,000	3,157	-	-	130,000	165,000	175,000	175,000	175,000	-	-	0%
	Dump Truck - One Ton	90,000	3,157	-	-	-	90,000	-	-	-	-	-	0%
	Mini Skid Steer with log grapple	36,000	500	-	-	36,000	-	-	-	-	-	-	0%
	Mulch Attachment for Skid Steer	88,000	-	-	-		88,000	-	-	-	-	-	0%
	Paving Behind former UED building	35,000	-	-	35,000	-	-	-	-	-	-	-	0%
	Paving Machine	375,000	3,157	-	-		375,000	-	-	-	-	-	0%
	Public Works South Annex	1,400,000	-	-	1,400,000	-	-	-	-	-	-	-	0%
	Salt Bin Roof Replacement	45,000	-	-	-	45,000	-	-	-	-	-	-	0%
	Skid Steer	75,000	1,000	-	-		75,000	-	-	-	-	-	0%
Street (cont'd)	Tractors	350,000	1,500	-	-			150,000	100,000	100,000	-	-	0%
	Vacuum Leaf Truck	200,000	4,157	-	-	-	200,000		-	-	-	-	0%
Department Total		4,082,000		-	1,435,000							80,000	

Department	Project	Total Project Cost Estimate	Operating Costs	Other Funding	Previous Funding	2020 Funding	2021 Funding	2022 Funding	2023 Funding	2024 Funding	Future Funding	Amount Unfunded	% Unfunded
Transit	Transit Facility	14,033,492	189,500	10,220,652	324,840	1,488,000	2,000,000	-	-	-	-	-	0%
Department Total		14,033,492		10,220,652	324,840							-	
Transportation	Battleground Dr Phase 2	8,100,000	-	-	-	-	600,000	-	500,000	7,000,000	-	-	0%
	Bradyville Pike Improvements	13,929,928	-	13,623,170	306,758	-	-	-	-	-	-	-	0%
	Bridge Ave and Kings Hwy Improvements	5,700,000	-	-	-	-	440,000	5,260,000	-	-	-	-	0%
	Brinkley Rd reconstruction	13,600,000	-	35,850	2,853,478		10,710,672	-	-	-	-	-	0%
	Burnt Knob Road	5,250,000	-	-	250,000	-	5,000,000	-	-	-	-	-	0%
	Butler Dr. Improvements	15,000,000	-	6,500,000	24,345	-	-	8,475,655	-	-	-	-	0%
	Caroline Farms	3,500,000	-	-	500,000	-	3,000,000	-	-	-	-	-	0%
	Cherry Lane Extension - Phase 2	16,800,000	-	-	1,240,000	2,000,000	6,760,000	6,800,000	-	-	-	-	0%
	Cherry Lane Extension (Sazerac)	8,900,000	-	3,806,250	2,000,000	3,093,750	-	-	-	-	-	-	0%
	Cherry Lane Extension and 840 Interchange - Phase 3	53,750,000	-	7,001,600	1,174,422		11,858,000	12,715,978	10,000,000	11,000,000	-	-	0%
	Franklin Highway Widening at Veterans Parkway	5,211,654	-	5,211,654	-	-	-	-	-	-	-	-	0%
	Front-Vine Street Realignment	2,550,000	-	-	50,000	250,000	2,250,000	-	-	-	-	-	0%
	Gateway Extension to Robert Rose Drive	2,450,000	-	-	200,000		750,000	1,500,000	-	-	-	-	0%
	Gresham La/John Rice Blvd	8,750,000	-	400,000	300,000	-	-	5,000,000	3,050,000	-	-	-	0%
	Haynes Dr Widening	11,394,770	-	-	94,770	-	450,000	750,000	10,100,000	-	-	-	0%
	Jones Blvd Improvements	9,100,000	-	-	3,850,000	-	-	5,250,000	-	-	-	-	0%
	Kingdom Drive Bridge	2,757,000	-	957,000	1,800,000	-	-	-	-	-	-	-	0%
	Lytle St Reconstruction Ph II	8,186,012	-	1,042,412	7,143,600	-	-	-	-	-	-	-	0%
	Lytle St Reconstruction Ph 3 (First United Methodist)	3,500,000	-	-	-	250,000	3,250,000	-	-	-	-	-	0%
	Mercury Boulevard Sidewalks	3,337,178	-	2,027,178	610,000	250,000	450,000	-	-	-	-	-	0%
	New Salem Highway Phase 1	13,556,378	-	13,253,778	302,600	-	-	-	-	-	-	-	0%
	New Salem Highway Phase 2	32,905,222	-	32,737,222	168,000	-	-	-	-	-	-	-	0%
	New Salem Highway Phase 3	23,270,000	-	23,270,000	-	-	-	-	-	-	-	-	0%
	North Maney Avenue	4,185,000	-	-	390,000	-	-	-	-	3,795,000	-	-	0%
	Perlino Drive Bridge	1,485,000	-	742,500	742,500	-	-	-	-	-	-	-	0%
	Racquet Club Drive Improvements	1,800,000	-	-	-	-	-	100,000	200,000	1,500,000	-	-	0%
	River Rock - Beasie Rd Bridge	8,550,000	-	-	-	2,400,000	150,000	6,000,000		-	-	-	0%
	Robert Rose	2,100,000	-	-	1,600,000	500,000	-	-	-	-	-	-	0%
	Rucker Lane Reconstruction	14,566,998	-	-	7,577,739	-	6,989,259	-	-	-	-	-	0%
	Rutherford Blvd ASCT Project	3,481,010	-	3,356,010	-	125,000	-	-	-	-	-	-	0%
	Rutherford Blvd Extension	25,000,000	-	-	500,000	-	2,000,000	-	10,000,000	12,500,000	-	-	0%
	Spence Creek	750,000	-	-	-		750,000	-	-	-	-	-	0%
	St. Clair Street	1,500,000	-	150,000	-		1,350,000	-	-	-	-	-	0%
	Sulphur Springs Rd -Phase 1	9,200,000	-	-	-	-	600,000	600,000	8,000,000	-	-	-	0%
	Sulphur Springs Rd -Phase 2	6,280,000	-	-	-	-	-	400,000	600,000	5,280,000	-	-	0%
	Sulphur Springs Rd - Phase 3	4,530,000	-	-	-	-	780,000	3,750,000	-	-	-	-	0%
	Thompson Lane	58,500,000	-	56,800,000	1,700,000	-	-	-	-	-	-	-	0%
	Warrior Drive Extension	4,400,000	-	4,400,000	-		-	-	-	-	-	-	0%
	West Northfield Boulevard	3,235,000	-	3,235,000	-	-	-	-	-	-	-	-	0%
	Wilkinson Pike Widening	9,056,951	-	-	431,000	-	1,500,000	7,125,951	-	-	-	-	0%
Department Total		430,118,101		178,549,624	178,549,624							-	
Totals		\$ 740,740,549		\$ 196,420,276	\$ 217,133,443	\$ 24,525,750	\$ 87,859,931	\$ 91,879,984	\$ 94,988,500	\$ 71,866,810	\$ 88,968,202	\$ 88,968,202	12%
		58%											

	Type of Project	
Roadways	448,233,593	60.51%
Schools	69,525,310	9.39%
Recreation	99,027,837	13.37%
Public Safety	81,518,809	11.01%
Other	42,435,000	5.73%
(Other: Solid Waste)	10,910,000	1.47%
(Other: Admin)	5,225,000	0.71%
(Other: Eco Dev)	7,950,000	1.07%
(Other: Airport)	14,950,000	2.02%
(Other: Facilities)	3,400,000	0.46%
	740,740,549	



	Department	
Administration	5,225,000	0.71%
Airport	14,950,000	2.02%
Economic Development	7,950,000	1.07%
Facilities	3,400,000	0.46%
Fire Rescue	52,599,154	7.10%
Golf	911,400	0.12%
Parks	98,116,437	13.25%
Police	28,919,655	3.90%
Schools	69,525,310	9.39%
Solid Waste	10,910,000	1.47%
Street	4,082,000	0.55%
Transit	14,033,492	1.89%
Transportation	430,118,101	58.07%
	740,740,549	

